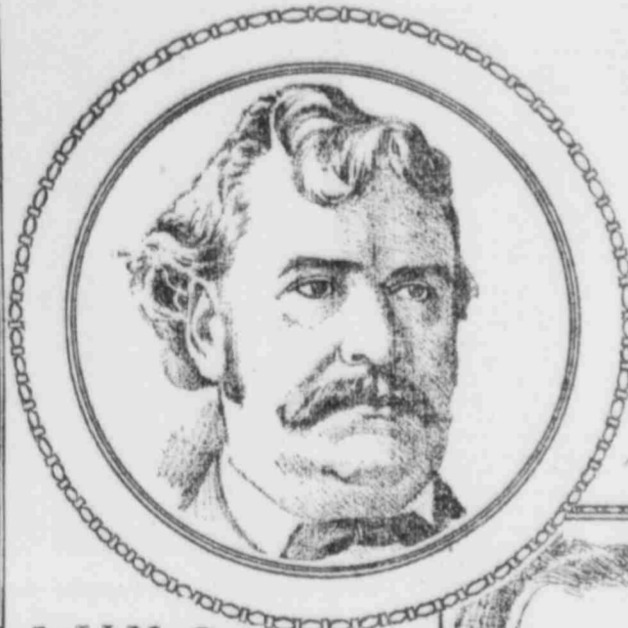


DEEP INLAND WATERWAYS

**ACCOMPANIED BY PRESIDENT ROOSEVELT
THE COMMISSION WILL SOON START ON ITS
TOUR OF INVESTIGATION INTO THE SUBJECT
OF DEEP INLAND SHIP CANALS**



WILLIAM WARNER



W. J. MCGEE



HERBERT KNOX SMITH



FRANCIS G. NEWLANDS



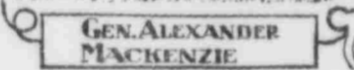
JAMES H. BANKHEAD



GIFFORD PINCHOT



THEODORE E. BURTON



GEN. ALEXANDER MACKENZIE

**MEMBERS
OF THE
COMMISSION**

The members of the inland waterways commission appointed by President Roosevelt early in the present year are as follows:

- Theodore E. Burton, congressman from the Twenty-first Ohio district, chairman;
- Francis G. Newlands, United States senator from Nevada;
- William Warner, United States senator from Missouri;
- John H. Bankhead, United States senator from Alabama;
- W. J. McGee, formerly of the ethnological bureau;
- General Alexander Mackenzie, chief of the engineer corps;
- Dr. F. H. Newell, head of the reclamation service;
- Gifford Pinchot, chief forester;
- Herbert Knox Smith, commissioner of corporations.

provement on a large scale is not a novelty. It has been discussed for many years, and many men of ability have devoted themselves to its intelligent expansion. Interest in the movement has been steadily on the increase, and it has reached a point at which it seems probable that something definite will be done. The sentiment of the millions who inhabit the great inland regions of the country is favorable to immediate action in the matter, and there is every prospect that the scheme of enlarging inland transportation facilities will be the very next enterprise of a purely national character to be carried into effect. The idea of a wholesale deepening and widening of American inland waterways is popular in the widespread region watered by the two greatest rivers—the garden of the continent—is evidenced by the following opinion of a southern delegate to the convention:

"We are just as much interested in the improvement of the Ohio, Missouri, Red, Arkansas, White and Tennessee rivers as we are in the digging of the Chicago ship canal to connect the great lakes and the Mississippi river. Our idea is to work in the interest of the general plan to obtain inland waterway improvements on the biggest practical scale. Once a deep channel shall have been obtained between the lakes and the Mississippi river an impetus will be given to the general plan that will prove very difficult to sidetrack in case any enmity should develop in congress later on."

"The cheapest of freight transportation is that carried on by water. Our rivers are public property. The government collects neither toll nor tax for the use of them. Now we want the government to improve these rivers in order that we may transport our freight and farm products in logical directions free from the inconveniences, delays and excessive costs imposed by a railroad system which cannot keep pace with the rapidly increasing requirements of commerce."

"Every state and town in the Mississippi valley will derive a benefit directly or indirectly from the opening of the Chicago ship canal, because that project is merely a stepping stone to the further improvement of the river channel all the way to the gulf and to the improvement of all the navigable tributaries of the Mississippi. Thus every community in the valley is co-operating to a common end."

"Interior cities in Louisiana, Arkansas, Mississippi, Tennessee and states farther north will share equally in the honor and profit, for with the improvement of their streams and the opening of the Panama canal will come greater trade advantages, lower freight rates and a greater inflow of wealth. Even the points making no export shipments

will be benefited, because the value of their home products will be increased by the better marketing facilities enjoyed by the exporters."

Better Than Battleships.

"The value of a fleet of steel battleships if spent in waterway improvements will go farther in cementing friendship and closer commercial ties than most people imagine. For it will bring Chicago and New Orleans into the closest possible juxtaposition and make other nations more dependent upon our products."

"The great lake steamers, models in every way, the tonnage of which is worth approximately \$50,000,000, cannot now be used during the late fall, winter and early spring because of the ice. When the Chicago canal is open these freighters may be moved into the Mississippi river, where all the year navigation will then be possible and the wheat of the northwest and the products of the north will be shipped on them to New Orleans, thence to the

markets of the world. Some day Pittsburgh will ship her coal, iron and steel products down an improved Ohio river to tidewater in the gulf, Kansas beef will find easy steamboat transportation to world markets, and boat lines will pick up Arkansas cotton from points now inaccessible."

"The relative maximum efficiency of railroad transportation has, in the opinion of careful students of the situation, been reached, and railroad engineers now assert that more than \$5,000,000,000 would be required to give the railroads the facilities needed to handle in an efficient manner the nation's increasing commerce. The sum of \$300,000,000 spent on waterway improvement in the Mississippi valley would permanently relieve the congestion in favor of the richest and most prosperous states in the Union and at the same time open new channels of trade to an extent not dreamed of now."

"The total cost of the waterway improvements, according to the best informed authorities, will be only 6 per

cent of the amount required to make the now urgently needed railroad improvements. We are going to ask the government for the 6 per cent with the hope of minimizing the demands the railroads are making and will have to make."

"In either case the public pays. If we improve our waterways and the government issues a loan of \$300,000,000 for that purpose, the public, through the Washington treasury, will pay, say, 3 per cent interest annually, amounting to \$9,000,000. Should we not relieve the situation by waterway improvements and the railroads come to the rescue by spending \$5,000,000,000 the people will pay into the pockets of the bondholders annual interest of, say, 5 per cent, amounting to \$250,000,000, or a yearly sum almost equal to the total amount needed for waterway improvements, besides other amounts required for sinking funds and maintenance."

"Broadly speaking, this is the big issue involved. We are going to Memphis to talk these matters over and to make a plan of action to put the \$300,000,000 project into practical shape."

Talk of a ship canal from the great lakes to the Atlantic has been going on almost uninterruptedly for many years. It has been discussed exhaustively in congress and out. The river and harbor act of June 3, 1893, directed the secretary of war to cause to be made accurate examinations and estimates of the cost of construction of a ship canal by the most practicable route, wholly within the United States, from the great lakes to the Hudson river of sufficient capacity to transport the tonnage of the lakes to the sea.

It seems, however, that the amount of money in the treasury available for the work of investigation was so limited that the duty was assigned to a single member of the engineer corps. At the end of a year he submitted a report embodied in a pamphlet of 110 pages recommending that the idea be abandoned.

No matter what route is adopted for a ship canal, which shall give within American territory a continuous passage for the great ships of the lakes to the sea, he declared, such a canal would be a stupendous work, one of the very largest ever undertaken by man, involving the expenditure of an enormous sum of money, roughly about \$200,000,000.

To justify the undertaking of such a stupendous work, he continued, it should be clearly shown, first, that it is a necessity and will accomplish the

object aimed at—of greatly reducing the cost of transportation; second, that the benefits to be derived from it will be commensurate with its cost and the cost of its maintenance; and, third, that these or greater benefits are not practically attainable in some other way and at a less cost. The practical question is, What can a great ship canal be reasonably expected to accomplish? It is not enough to answer this question by the statement that a ship canal will give free passage for ocean vessels to the lakes and lake vessels to the ocean or the westward and eastward freight will thus be cheaper. The whole conditions of traffic and transportation and the conditions which can be reasonably foreseen under all possible contingencies must be considered. It must be clearly shown how the canal is to reduce freight not only to lower rates than those now existing, but to a lower point than those which can confidently be expected from other sources by the time the canal can be completed and that the reductions are fairly proportionate to the cost of building, maintaining and operating the canal.

A Sad Possibility.

The expert disposal of the matter finally as follows:

"It would not be a creditable monument to the business management of American public works if the government should expend \$200,000,000 on a ship canal and then find when it was completed that it was very little used by the big ships for which it was intended and that the business on it was chiefly transacted in comparatively small vessels, which could be equally well accommodated in a canal of much less size and expense."

"My study of the problem in the light of existing conditions and of improvements in these conditions which are rapidly approaching completion, convinces me that the ship canal would not so completely displace the present greatly increased cost of transportation and that it is, therefore, not a necessity; that if built it would not be used to any great extent by large vessels and that the benefits to be derived from it would not be commensurate with its cost and the cost of maintaining it."

This pessimistic report had little effect on those who were committed to the scheme. The report of an army engineer, voluminous and plausible though it might be, did not shatter their convictions that the deep waterway from the great lakes to the ocean was a thing of the future and to be desired. Nor did the public seem impressed by the argument against the project. The suggestion of such a great ship canal had been before it for so many years and it had had so many ardent and interested advocates that it had become a thing not to be relinquished in a moment. The picture of ships loading at Chicago, Duluth and other lake ports and proceeding thence on their uninterrupted way to New York or even to European ports and of shipping from foreign and domestic seaports plying directly and freely to lake ports without breaking cargo was altogether too alluring to be discarded at the whim of a conceded army engineer.

The favorite argument of those who are convinced of the wisdom of providing deep water transportation facilities is that among the nine great ship canal countries of the world only one, the Corinth canal, began in 1844 and completed nine years later. This artificial deep waterway connects the two Mediterranean gulfs, Corinth and Argos, and carries the distance from the Adriatic ports about 175 miles and from Mediterranean ports a hundred miles. Strange as it may appear, navigators in that region seem to prefer the longest way round and do not patronize the canal, which cost more than \$5,000,000 to build. It is said about four miles in length, but the Levantine skipper is not in a hurry, and the canal has recently been sold at auction.

JAMES R. BENTLEY.

Goldwin Smith, Canada's Grand Old Man; Always a Warm and Outspoken Friend of America

QUESTIONED recently as to his health, Goldwin Smith, Canada's "grand old man" and most distinguished man of letters, replied, "There is nothing the matter with me but the incurable disease of eighty-four years." In Goldwin Smith's case the signs of the disease's progress are purely physical. In appearance he lacks none of the clearly defined evidences of a well preserved and rather vigorous old age, but his wonderful intellect shows not the slightest indication of impairment.

For he is a man who admits that he has been talked with Addison about Pitt, Addison was premier of England in 1801. He remembers distinctly the revolutions in England over the reform bill. He remembers also seeing the buildings of a neighbor near his boyhood home burned by raiders who opposed the introduction of thrashing machines. He recalls as a lad seeing the servants light the fire in his father's library with a tinder box. When he was a boy the stocks were still in use and the curfew was the custom.

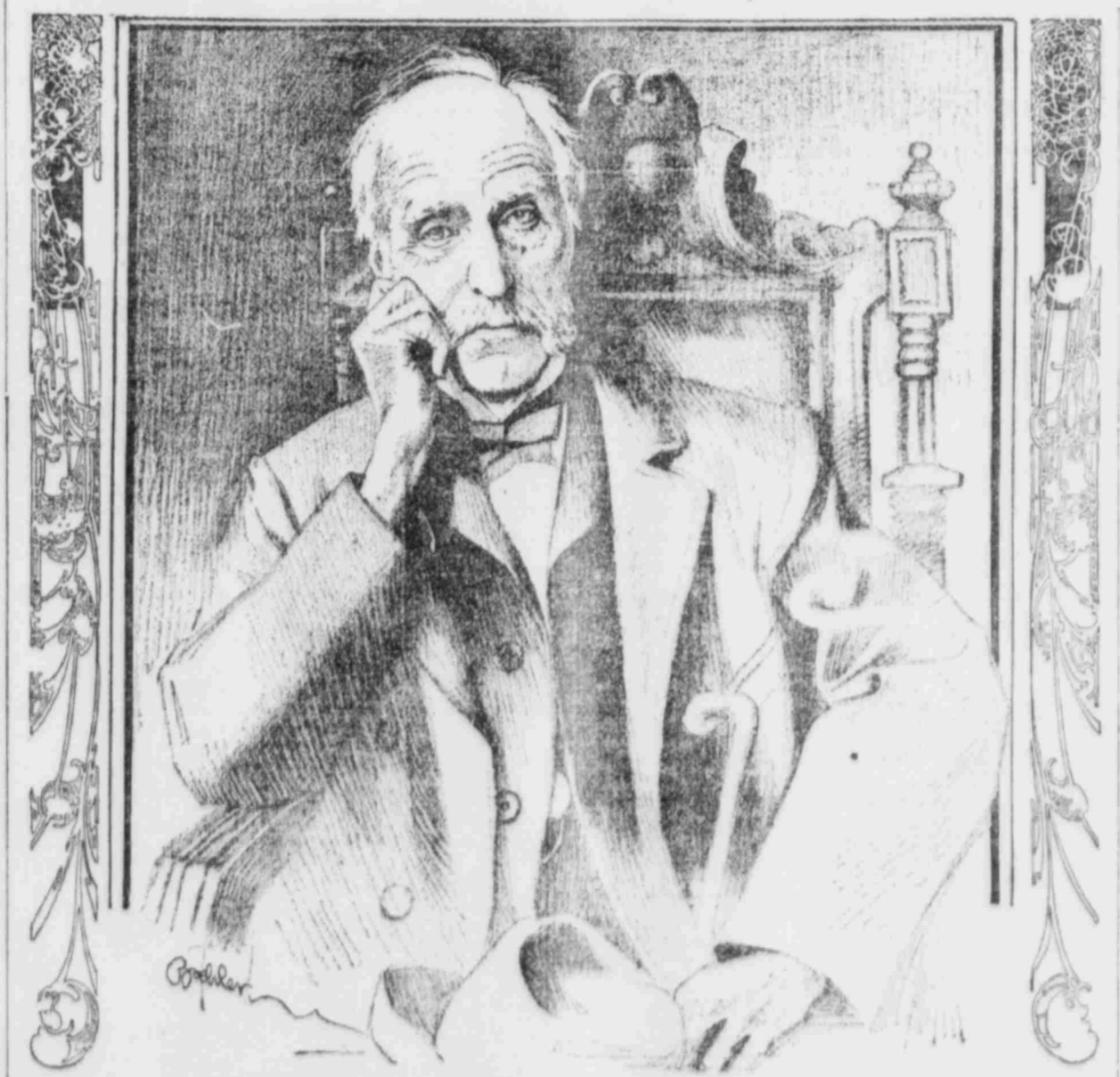
No wonder this aged spectator of events can say with a smile half quizzical, half pathetic: "Yes, it is true that I have witnessed some rather radical changes in the world's way of doing. Some decidedly unexpected forces have come upon the scene. Some of them are mechanical, others are moral, but the most astounding, I think, is the political."

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MOST RECENT PORTRAIT OF GOLDWIN SMITH.

FACTS FOR EVERYBODY.

Laurence Oliphant, the celebrated author and traveler, is said to have introduced the cigarette into England about the year 1844. They became quite common after the Crimean war, owing to their use by the Turkish officers.

The death of Dr. Weigel, a surgeon of Rochester, from a disease due to aught use of the X rays, makes the death who has lost his life from this cause. The others were an assistant of Thomas Edison, a Boston physician and a woman of San Francisco named Fleischman. In the case of Dr. Weigel, since 1904, when his right hand and all but the thumb and a finger of the left hand were removed, there had been four operations trying to save his life. The first removed a part of the right shoulder; then a part of the muscles covering the right breast. Mystery

completely envelops the cause of death, the disease being unknown to medical science, though it is believed to involve some great principle of life. Dr. Weigel was president of the Rochester Academy of Medicine and the American Orthopedic society.

The Hindoos have on their Hindu March 21, a day on which they play pranks similar to those in vogue here on April 1. They send persons with messages to fictitious individuals or to those sure to be away from home and enjoy a laugh at their disappointment.

The Blaine donkey, once the property of James G. Blaine, still roams around the outskirts of Bay Harbor, Me. He is said to be over forty years old.

It has been decided by the French government to utilize the Eiffel tower as part of the army wireless telegraph system.

The Duke of Orleans, who has already explored hitherto unknown territory at the extreme north of Greenland

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